Grain Transportation Report

A weekly publication of the
Transportation and Marketing Programs/Transportation Services Branch
www.ams.usda.gov/tmdtsb/grain

July 1, 2004

Contents

The next release is July 8, '04

Bulk Grain Ocean Freight Rates Expected to Moderate. Bulk grain ocean freight rates are expected to moderate, but still remain higher than the previous 5-year average for the next several months (see figure 12 in the report). Unusually high demand for dry bulk shipping has been the major driving factor for the recent high ocean freight rates. As new dry bulk vessels enter the fleet (starting this year and continuing through 2007), ocean freight rates are expected to drop.

High ocean freight rates reduce export demand for grain and oilseeds because it increases the landed costs to the importing country. During the first quarter of 2004, transportation accounted for 48 percent of the landed cost of corn shipped from Minnesota to Japan (*Grain Transportation Report,* April 29, 2004), which is unusually high compared to past years. High ocean freight rates can result in the partial substitution of locally produced crops for imported grain and oilseeds, thereby decreasing the quantity of grain a country is willing to import. On the other hand, high ocean freight rates have contributed to the relative competitiveness of U.S.-produced grain and oilseeds in northern hemisphere markets because high ocean freight rates affect southern hemisphere competitors even more due to longer shipping distances.

Rail Service Delays Expected to Continue. Rail service delays are expected to continue several more months and, though railroads are adding crews and equipment, could continue through the end of the year. Demand for railroad transportation of grain and oilseeds has been unusually high since last fall's harvest because of record 2003/04 crop production and a large increase in grain exports (see figures 3 and 10 in the report). As the economy has started to expand, rail traffic for non-agricultural commodities has increased, forcing agricultural products to compete for limited rail capacity. Through June 12, year-to-date carload traffic (all commodities) on U.S. railroads increased 3.3 percent and intermodal traffic increased 11. 2 percent, compared to the same period last year.

In addition, railroads are unable to adjust their capacity rapidly enough to respond to demand surges. Thus, operational problems—evidenced mainly by slower train speeds and increased terminal dwell times—developed on many major railroads, further reducing effective rail capacity. Union Pacific Railroad (UP) states that for each mile per hour reduction in train speed, UP requires an additional 250 locomotives, 5,000 freight cars, and 180 train crew employees to handle the same traffic volume. In addition, some railroads had reduced their covered hopper railcar fleet in response to large numbers of railcars being idle the prior year. Other railroads, failing to anticipate the upturn in the economy, did not replace as rapidly those train crew members who opted to take advantage of newly enacted early retirement options.

Recovery of rail service will be a slow process. Once a railroad becomes congested, it has historically taken months to restore normal operating efficiency. For those railroads lacking sufficient train crews, a newly hired train crew employee must complete classroom and on-the-job training that lasts at least 14 weeks before becoming a brakeman/conductor. It can take an additional 6 months to train locomotive engineers, who are drawn from the ranks of experienced conductors. There is also a considerable amount of time between placing orders for equipment and the actual delivery of those locomotives and railcars.

Rail Rates Expected to Increase. Rail rates are expected to increase for the rest of this year because that is one of the quickest ways railroads can adjust rail transportation demand to available capacity. In addition, fuel surcharges are expected to remain relatively high as long as oil prices remain high.

Port Truckers Strike. Truckers serving U.S. ports have begun a nationwide strike (planned for the week of June 28 to July 4) to protest the refusal of shipping lines and terminal operators to compensate for higher fuel prices, excessive delays caused by port congestion, and the poor condition of chassis that are provided to drivers. Containers are still moving, though at reduced levels, at the affected ports. Ports affected so far include Port Newark/Elizabeth, NJ, Baltimore, MD, Boston, MA, Charleston, SC, New Orleans, LA, Savannah, GA, and Miami, FL. (*Journal of Commerce, Business Wire, Knight Ridder Business News*).
Marvin.Prater@USDA.gov

Grain Transportation Indicators

Table 1--Grain transport cost indicators*

Week ending	Truck	Rail	Barge	Ocean	
				Gulf	Pacific
06/30/04	114	83	84	171	188
Compared with last week	**unchanged**	↓	↑	↑	↑

*Indicator: Base year 2000 = 100; Weekly updates include truck = diesel ($/gallon); rail = nearby secondary rail market ($/car); barge = spot Illinois River basis (index = percent of tariff rate); and ocean = routes to Japan ($/metric ton)

Source: Transportation & Marketing Programs/AMS/USDA

Table 2--Market update: U.S. origins to export position price spreads ($/bushel)

Commodity	Origin--destination	6/25/2004	6/18/2004
Corn	IL--Gulf	-0.38	-0.37
Corn	NE--Gulf	-0.29	-0.34
Soybean	IA--Gulf	-0.36	-0.53
HRW	KS--Gulf	-0.64	-0.70
HRS	ND--Portland	-1.17	-1.20

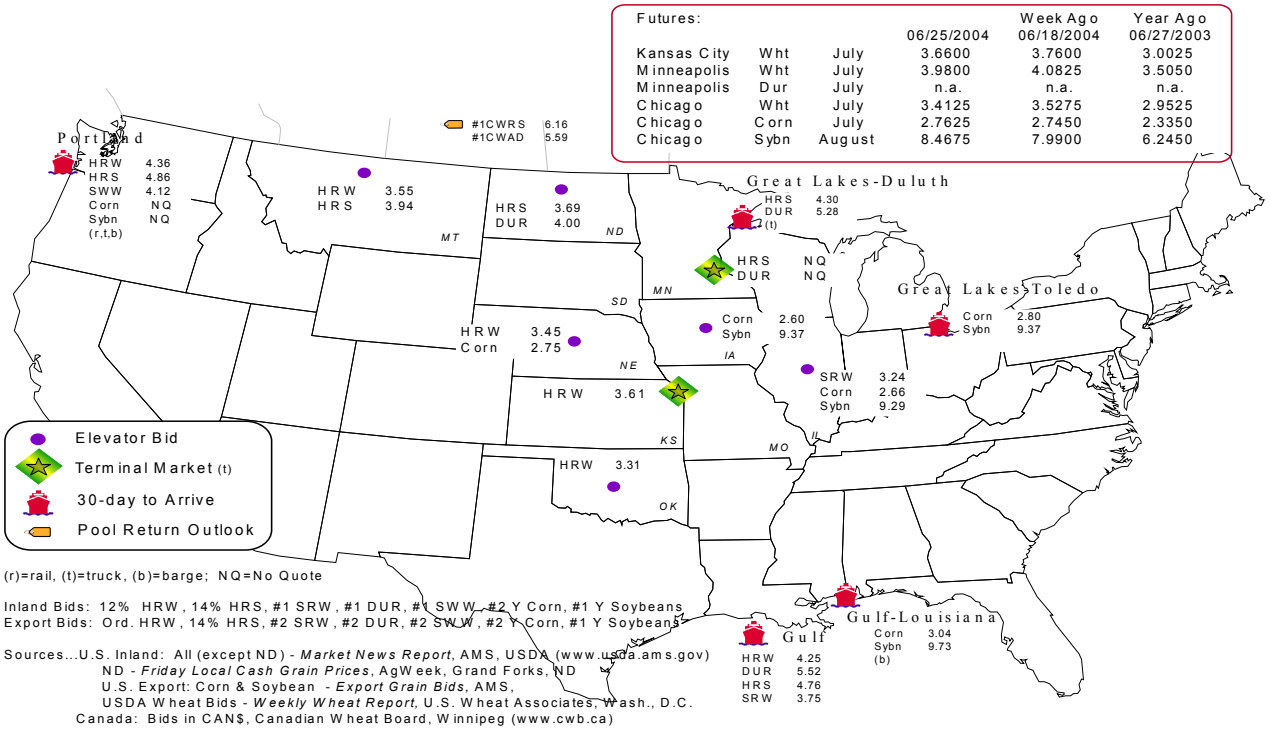
Note: nq = no quote

Source: Transportation & Marketing Programs/AMS/USDA

The **grain bid summary** illustrates the market relationships for commodities. Positive and negative adjustments in differential between terminal and futures markets, and the relationship to inland market points, are indicators of changes in fundamental market supply and demand. The map may be used to monitor market and time differentials.

Figure 1

Grain bid summary



Rail Transportation

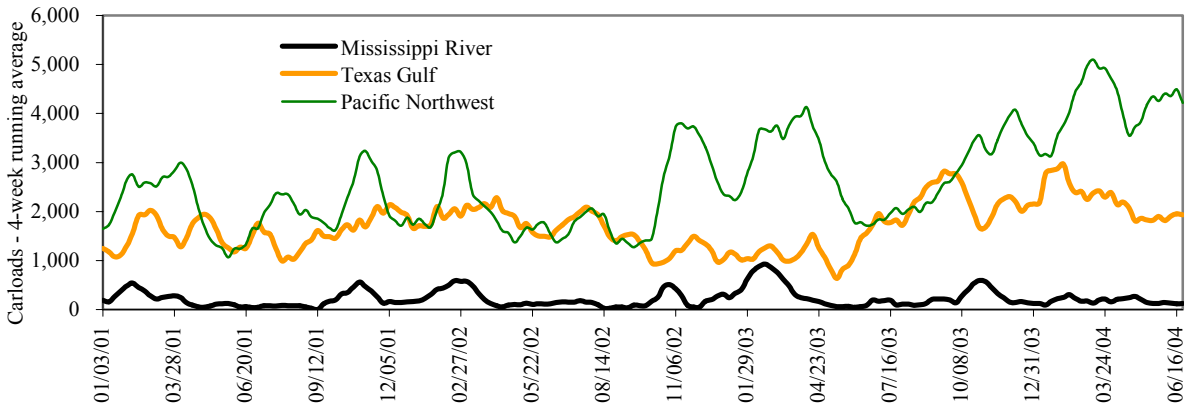
Table 3--Rail deliveries to port (carloads)*

Week ending	Mississippi Gulf	Texas Gulf	Pacific Northwest	Atlantic & East Gulf	Total
6/23/2004 p	178	1,629	3,300	130	5,237
6/16/2004 r	53	1,830	4,608	106	6,597
2004 YTD	4,529	55,331	105,324	4,068	169,252
2003 YTD	8,596	29,250	73,107	10,117	121,070
2004 as % of 2003	53	189	144	40	140
Total 2003**	14,934	88,118	150,530	20,509	274,091
Total 2002	10,937	84,625	111,832	20,842	228,236

(*) Incomplete Data; (**) Excludes 53rd week;YTD = year-to-date; p = preliminary data; r = revised data
Source: Transportation & Marketing Programs/AMS/USDA

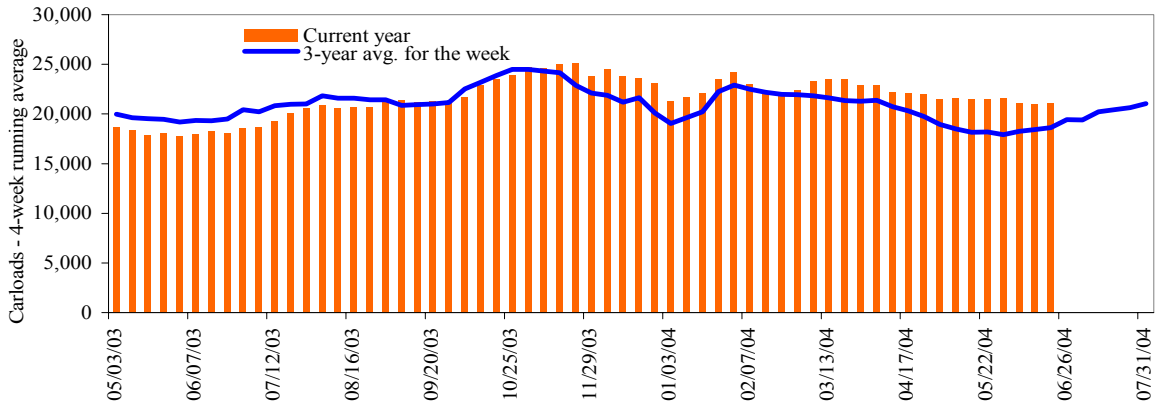
Railroads originate approximately 40 percent of U.S. grain shipments. Trends in these loadings are indicative of market conditions and expectations.

Figure 2
Rail deliveries to port



Source: Transportation & Marketing Programs/AMS/USDA

Figure 3
Total weekly U.S. grain car loadings for Class I railroads



Source: Association of American Railroads

Table 4--Class I rail carrier grain car bulletin (grain carloads originated)

	East		West			U.S. total	Canada	
Week ending	CSXT	NS	BNSF	KCS	UP		CN	CP
06/19/04	2,994	3,323	7,863	399	7,278	21,857	4,603	4,493
This week last year	2,960	2,850	5,823	416	5,679	17,728	3,311	3,127
2004 YTD	70,006	78,765	215,918	11,816	159,953	536,458	112,711	90,275
2003 YTD	66,708	77,356	172,473	7,576	150,798	474,911	80,207	82,413
2004 as % of 2003	105	102	125	156	106	113	141	110
Total 2003*	146,395	171,260	416,371	24,506	336,079	1,094,611	197,993	198,185

Source: Association of American Railroads (www.aar.org); YTD = year-to-date; * Excludes 53rd week

Table 5--Rail car auction offerings ($/car)*

Delivery for:	Aug. 04	Sept. 04	Oct. 04
BNSF[1]			
COT/N. grain	-$24	-$23	$122
COT/S. grain	-$58	-$51	$116
UP[2]			
GCAS/Region 1	no bid	no bid	no offer
GCAS/Region 2	no bid	no bid	no offer

*Average premium/discount to tariff, last auction

[1]BNSF - COT = Certificate of Transportation

N includes: ID, MN, MT, ND, OR, SD, WA, WI, WY, and Manitoba, Canada.

S includes: CO, IA, IL, KS, MO, NE, OK, TX, NM, AZ, CA, UT, and NV.

[2]UP - GCAS = Grain Car Allocation System

Region 1 includes: AR, IL, LA, MO, NM, OK, TX, WI, and Duluth, MN.

Region 2 includes: CO, IA, KS, MN, NE, WY, and Kansas City and St. Joseph, MO.

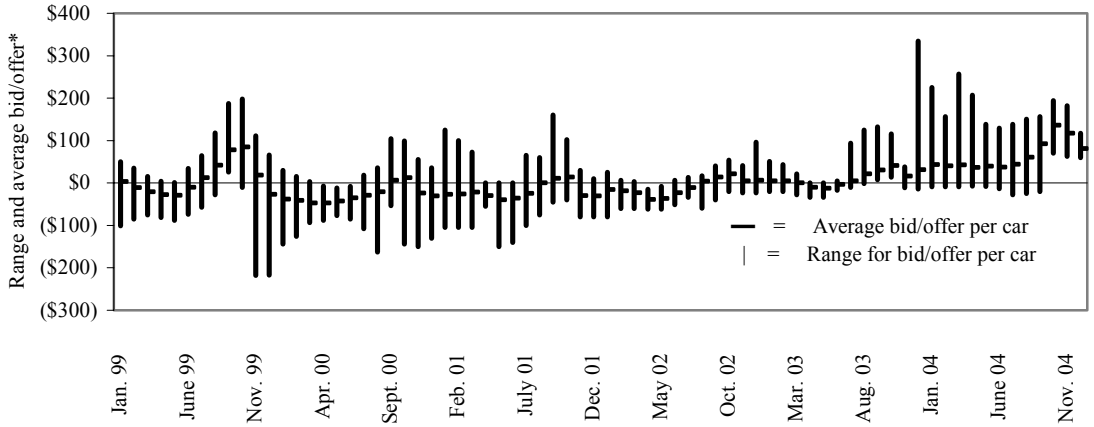
Source: Transportation & Marketing Programs/AMS/USDA

Rail service may be ordered directly from the railroad via **auction** for guaranteed service or tariff for nonguaranteed service or through the secondary market.

The **secondary rail market** information reflects trade values for service that was originally purchased from the railroad carrier as some form of guaranteed freight. The **auction and secondary rail** values are indicators of rail service quality and demand/supply.

Figure 4

Secondary rail car market, delivery month-year



*up to 6 months of trading

Source: Transportation & Marketing Programs/AMS/USDA

Average bid/offer is the simple average of all the weekly bids/offers over the entire period (up to 6 months) for guaranteed railcars that are traded for delivery in a particular month.

Range for bid/offer shows the range of average weekly bids/offers over the entire period (up to 6 months) for guaranteed railcars that are traded for delivery in a particular month.

Table 6--Weekly secondary rail car market ($/car)*

	Delivery period			
Week ending	**Aug. 04**	**Sept. 04**	**Oct. 04**	**Nov. 04**
BNSF-GF				
6/25/2004	$0	$50	$145	$80
Change from last week	-$45	-$56	-$36	-$35
UP-Pool				
6/25/2004	-$25	-$20	$75	$70
Change from last week	-$24	-$50	-$8	-$3

*Average premium/discount to tariff, $/car-last week

Note: Bids listed are market INDICATORS only & are NOT guaranteed prices,
Missing value = no bid quoted; GF = guaranteed freight; Pool = guaranteed pool

Sources: Transportation and Marketing Programs/AMS/USDA

Data from Atwood/ConAgra, Harvest States Co-op, James B. Joiner Co., Tradewest Brokerage Co.

Table 7--Tariff rail rates for unit and shuttle train shipments*

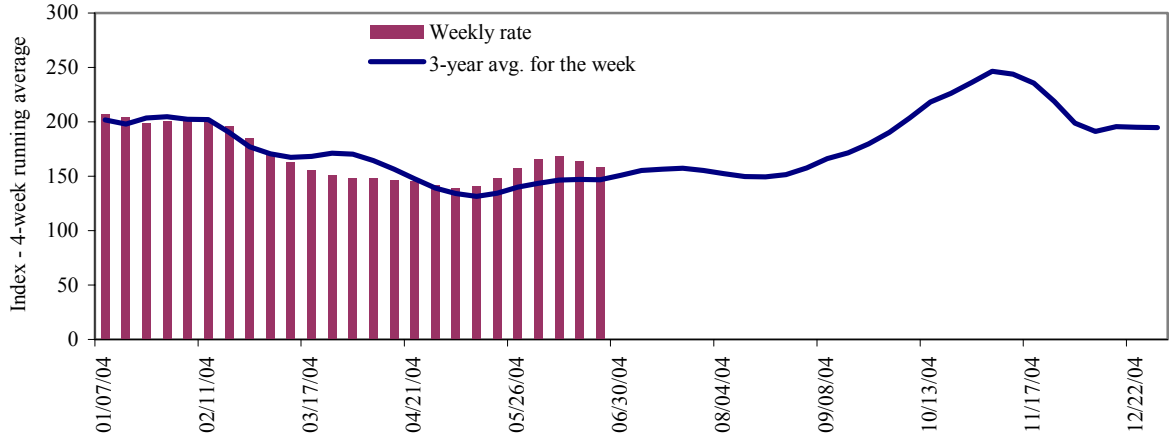
Effective date: 6/7/2004	Origin	Destination	Rate/car	Rate/metric ton	Rate/bushel**
Unit train*					
Wheat	Minneapolis, MN	Houston, TX	$2,120	$23.37	$0.64
	Kansas City, MO	Galveston, TX	$1,820	$20.06	$0.55
	Minneapolis, MN	Portland, OR	$4,148	$45.72	$1.24
	St. Louis, MO	Houston, TX	$2,095	$23.09	$0.63
	Kansas City, MO	Laredo, TX	$2,280	$25.13	$0.68
	Chicago, IL	Albany, NY	$1,834	$20.22	$0.55
	Chicago, IL	Richmond, VA	$1,961	$21.62	$0.59
Corn	Minneapolis, MN	Portland, OR	$3,240	$35.71	$0.91
	Chicago, IL	Baton Rouge, LA	$2,736	$30.16	$0.77
	Council Bluffs, IA	Baton Rouge, LA	$2,170	$23.92	$0.61
	Evansville, IN	Raleigh, NC	$1,841	$20.29	$0.52
	Council Bluffs, IA	Stockton, CA	$3,496	$38.54	$0.98
	Kansas City, MO	Dalhart, TX	$1,745	$19.24	$0.49
	Columbus, OH	Raleigh, NC	$1,750	$19.29	$0.49
	Des Moines, IA	Laredo, TX	$2,930	$32.30	$0.82
Soybeans	Minneapolis, MN	Portland, OR	$3,310	$36.49	$0.99
	Chicago, IL	Baton Rouge, LA	$2,736	$30.16	$0.82
	Council Bluffs, IA	Baton Rouge, LA	$2,799	$30.85	$0.84
	Des Moines, IA	Laredo, TX	$2,930	$32.30	$0.88
	Evansville, IN	Raleigh, NC	$1,841	$20.29	$0.55
	Chicago, IL	Raleigh, NC	$2,441	$26.91	$0.73
Shuttle Train*					
Wheat	St. Louis, MO	Houston, TX	$1,895	$20.89	$0.57
	Minneapolis, MN	Portland, OR	$3,993	$44.01	$1.20
Corn	Fremont, NE	Houston, TX	$2,425	$26.73	$0.68
	Minneapolis, MN	Portland, OR	$3,090	$34.06	$0.87
Soybeans	Council Bluffs, IA	Houston, TX	$2,255	$24.86	$0.63
	Minneapolis, MN	Portland, OR	$3,110	$34.28	$0.87

*A unit train refers to shipments of at least 52 cars. Shuttle train rates are available for qualified shipments of more than 100 cars that meet railroad efficiency requirements.

**Approximate load per car = 100 short tons: corn 56 lbs./bu., wheat & soybeans 60 lbs./bu.

Sources: www.bnsf.com, www.cpr.ca, www.csx.com, www.uprr.com

Figure 5
Illinois River barge rate index - quotes



Note: Index = percent of tariff rate
Source: Transportation & Marketing Programs/AMS/USDA

The **Illinois River barge rate index** averaged 183 percent of the **benchmark tariff rates** between 1999 and 2001, based on weekly market quotes. The **index**, along with **rate quotes** and **futures market** bids are indicators of grain transport supply and demand.

Table 8--Barge rate quotes: southbound barge freight

Location	6/23/2004	6/16/2004	July '04	September '04
Twin Cities	184	192	207	254
Mid-Mississippi	151	156	171	237
Illinois River	150	152	167	235
St. Louis	120	120	136	220
Lower Ohio	111	113	136	238
Cairo-Memphis	110	111	130	215

Index = percent of tariff, based on 1976 tariff benchmark rate
Source: Transportation & Marketing Programs/AMS/USDA

Calculating barge rate per ton:
(Index * 1976 tariff benchmark rate per ton)/100

Select applicable index from market quotes included in tables on this page. The 1976 benchmark rates per ton are provided in map (see figure 6).

Figure 6
Benchmark tariff rates

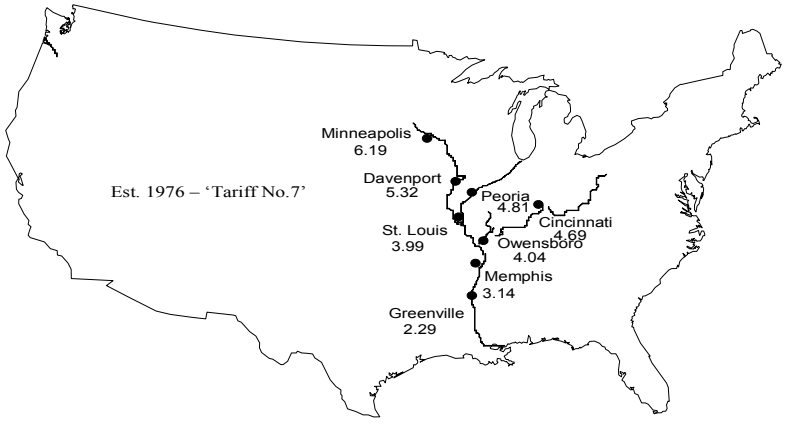


Table 9--Barge futures market (US$)*

Week ending	River/region	Contract period	Index rate	
			Futures	Cash
6/15/2004	St. Louis	July	n/a	145
		Sept.	n/a	225
		Oct.	n/a	245
		Nov.	n/a	185
		Dec.	n/a	155
	Illinois River	July	n/a	165
		Sept.	n/a	235
		Oct.	n/a	270
		Nov.	n/a	215
		Dec.	n/a	185

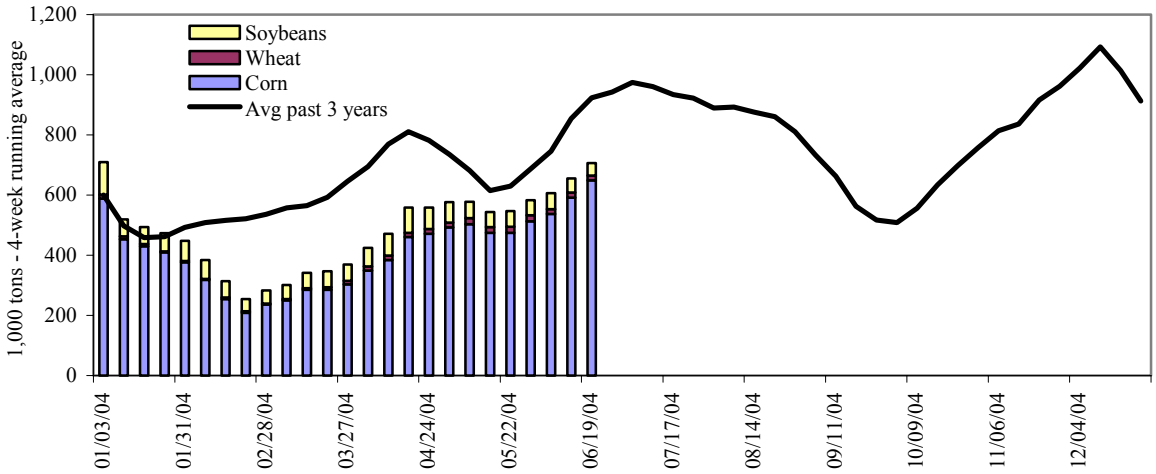
*Southbound barge freight nominal/cash basis values (US$)

Note: Index = percent of tariff, based on 1976 tariff benchmark rate

Source: Merchants Exchange of Chicago (www.merchants-exchange.com)

Figure 7

Barge movements on the Mississippi River (Lock 27 - Granite City, IL)



Source: Transportation & Marketing Programs/AMS/USDA

Table 10--Barge grain movements (1,000 tons)

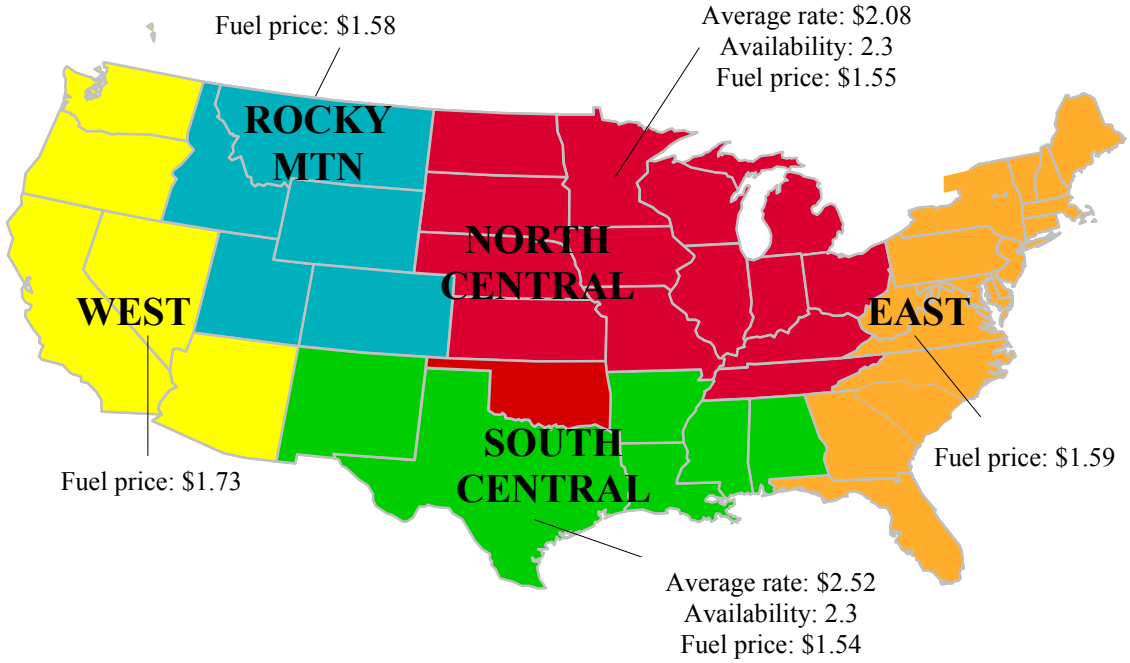
Week ending 06/19/04	Corn	Wheat	Soybean	Total
Mississippi River				
Rock Island, IL (L15)	338	0	8	347
Winfield, MO (L25)	479	11	11	502
Alton, IL (L26)	638	11	27	677
Granite City, IL (L27)	702	12	22	738
Illinois River (L8)	134	0	9	143
Ohio River (L52)	15	0	2	27
Arkansas River (L1)	0	41	0	41
2004 YTD	12,246	1,248	2,450	16,312
2003 YTD	13,644	777	4,348	19,204
2004 as % of 2003 YTD	90	161	56	85
Total 2003	29,898	2,787	9,146	42,526

YTD (year-to-date) and calendar year total includes Miss/27, Ohio/52, and Ark/1.

Source: U.S. Army Corp of Engineers (www.mvr.usace.army.mil/mvrimi/omni/webrpts/default.asp)

Truck Transportation

Figure 8
U.S. grain truck market advisory, 1st quarter 2004*



*Average rate per loaded mile, based on truck rates for trips of 25, 100, and 200 miles
Note: Fuel prices are a quarterly average (unit per gallon)
Fuel price data source: Energy Information Administration, U.S. Department of Energy, www.eia.doe.gov

Table 11--U.S. grain truck market overview, 1st quarter 2004

Region/commodity*	25 miles	100 miles	200 miles	Truck availability	Truck activity	Future truck activity
				Rating compared to same quarter last year		
	Rate per mile			1=Very easy to 5=Very difficult	1=Much lower to 5=Much higher	
National average[1]	**3.16**	**1.94**	**1.77**	**2.2**	**3.1**	**2.7**
North Central region[2]	2.69	1.82	1.74	2.3	3.3	2.7
Corn	2.77	1.92	1.83	2.1	3.2	2.9
Wheat	2.39	1.89	1.78	2.8	3.3	2.3
Soybean	2.68	1.92	1.91	2.0	3.4	3.0
South Central region[2]	3.63	2.06	1.87	2.3	2.7	2.6
Corn	3.65	2.04	1.80	2.5	2.5	2.8
Wheat	3.41	1.86	1.65	2.6	3.0	2.8
Soybean	3.77	2.21	2.08	2.0	2.6	2.3

Rates are based on trucks with 80,000 lb weight limit
*Commodity averages based on truck rates for top producing states based on National Agricultural Statistics Service/USDA
[1]National average includes: AR, CO, IA, IL, IN, KS, LA, MN, MS, ND, NE, OH, OK, OR, SD, TX, and WA.
[2]Commodity rates per mile include the average of the top 3 producing states within the region.
Source: Transportation and Marketing Programs/AMS/USDA

The weekly **diesel price** provides a proxy for trends in U.S. truck rates. Diesel fuel is a significant expense for truck grain movements, accounting for 37 percent of the estimated variable cost.

Table 12--Retail on-highway diesel prices*, week ending 06/28/04 (US$/gallon)

			Change from	
Region	**Location**	**Price**	**Week ago**	**Year ago**
I	East Coast	1.688	0.003	0.261
	New England	1.804	-0.003	0.241
	Central Atlantic	1.776	0.000	0.241
	Lower Atlantic	1.639	0.003	0.271
II	Midwest	1.650	-0.002	0.252
III	Gulf Coast	1.624	0.001	0.260
IV	Rocky Mountain	1.815	-0.020	0.360
V	West Coast	1.969	0.010	0.413
	California	2.034	0.015	0.432
Total	U.S.	1.700	0.000	0.280

*Diesel fuel prices include all taxes.

Source: Energy Information Administration/U.S. Department of Energy (www.eia.doe.gov)

Grain Exports

Table 13--U.S. export balances (1,000 metric tons)

	Wheat						Corn	Soybeans	Total
Week ending 1/	HRW	SRW	HRS	SWW	DUR	All wheat			
6/17/2004	1,770	1,511	1,494	846	157	5,778	7,524	935	14,237
This week year ago	1,530	386	1,223	569	142	3,851	5,264	1,959	11,074
Cumulative exports-crop year 2/									
2003/04 YTD	592	76	349	171	27	1,216	38,492	23,287	62,995
2002/03 YTD	481	45	221	163	34	943	31,918	26,680	59,541
2003/04 as % of 2002/03	123	169	158	105	79	129	121	87	106
2002/03 Total	6,896	2,899	6,645	3,517	720	20,677	39,646	28,908	89,231
2001/02 Total	8,704	5,485	5,554	3,127	1,133	24,003	47,460	29,838	101,301

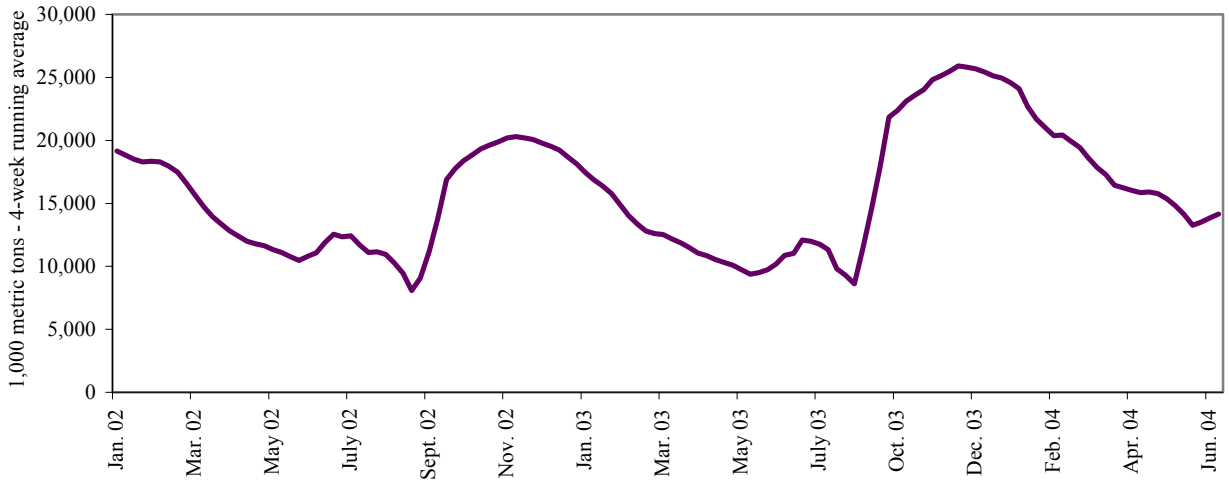
Note: YTD = year-to-date. Crop year: wheat = 6/01-5/31, corn & soybeans = 9/01-8/31, 1/ = Current outstanding unshipped export sales to date

2/ = New crop year in effect for wheat sales

Source: Foreign Agricultural Service/USDA (www.fas.usda.gov)

Figure 9

U.S. grain, unshipped export balances (wheat, corn, and soybean sales)



Source: Foreign Agricultural Service/USDA (www.fas.usda.gov)

Table 14--Select U.S. port regions - grain inspections for export (1,000 metric tons)

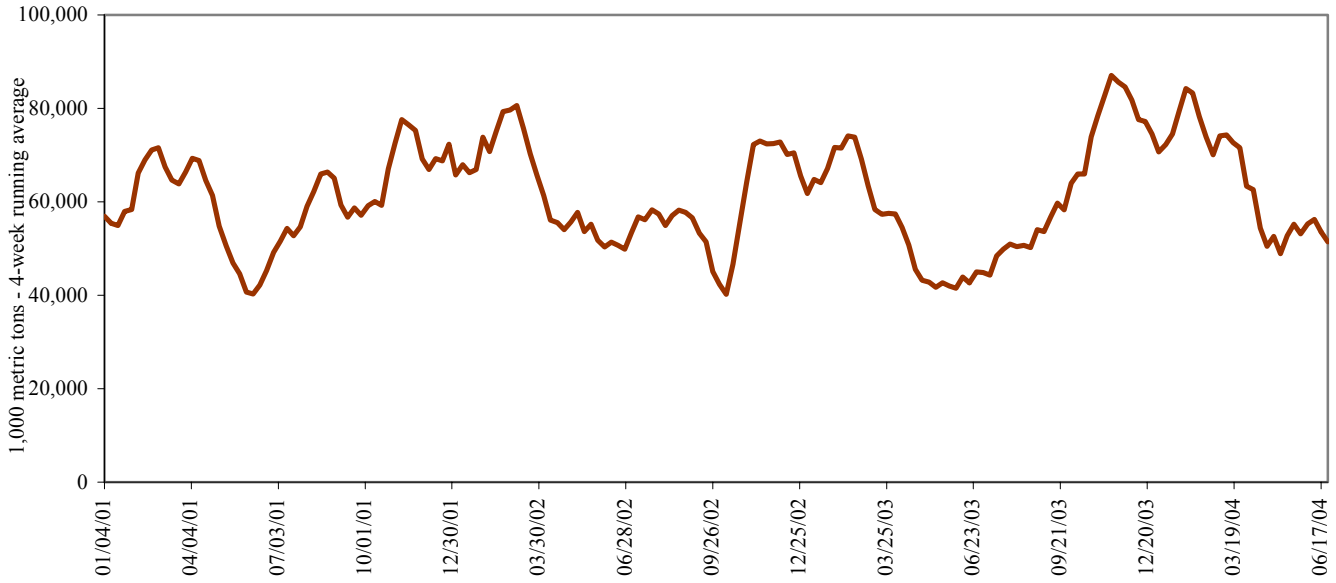
	Pacific Region			Mississippi Gulf			Texas Gulf			Port Region total		
Week ending	Wheat	Corn	Soybeans	Wheat	Corn	Soybeans	Wheat	Corn	Soybeans	Pacific	Mississippi	Texas
06/24/04	166	266	26	72	428	41	137	0	0	458	541	137
2004 YTD	5,698	5,686	1,824	3,568	15,751	6,001	4,751	49	14	13,208	25,319	4,815
2003 YTD	4,030	2,618	2,550	2,045	14,289	9,799	2,264	12	16	9,197	26,133	2,292
2004 as % of 2003	141	217	72	174	110	61	210	408	88	144	97	210
2003 Total	8,764	5,450	5,141	5,883	30,903	19,374	7,011	229	69	19,355	56,160	7,309

Source: Federal Grain Inspection Service/USDA (www.usda.gov/gipsa); YTD: year-to-date

The United States exports approximately one-quarter of the grain it produces. On average, it includes nearly 45 percent of U.S.-grown wheat, 35 percent of U.S.-grown soybeans, and 20 percent of the U.S.-grown corn. Over 60 percent of these U.S. export grain shipments departed through the Mississippi Gulf region in 2003.

Figure 10

U.S. grain inspected for export (wheat, corn, and soybeans)



Source: Federal Grain Inspection Service/USDA (www.usda.gov/gipsa)

Ocean Transportation

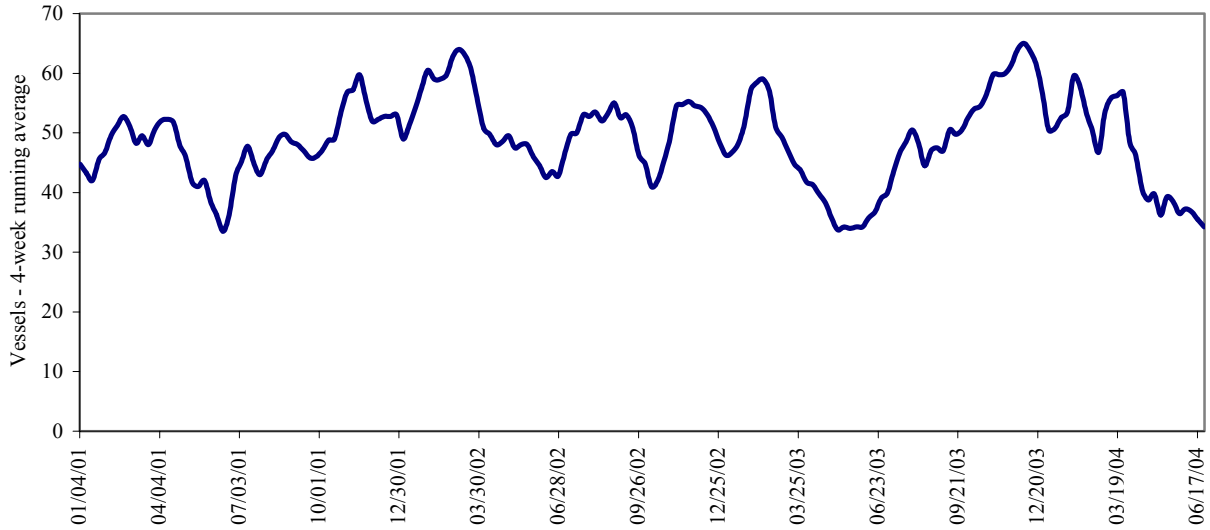
Table 15--Weekly port region grain ocean vessel activity (number of vessels)

	Gulf			Pacific Northwest	Vancouver B.C.
Date	In port	Loaded 7-days	Due next 10-days	In port	In port
6/24/2004	10	31	52	8	7
6/17/2004	12	32	44	10	9
2003 range	(11..47)	(30..76)	(39..93)	(3..13)	(1..15)
2003 avg.	31	49	62	9	6

Source: Transportation & Marketing Programs/AMS/USDA

Figure 11

Gulf Port grain vessel loading (past 7 days)



Source: Transportation & Marketing Programs/AMS/USDA

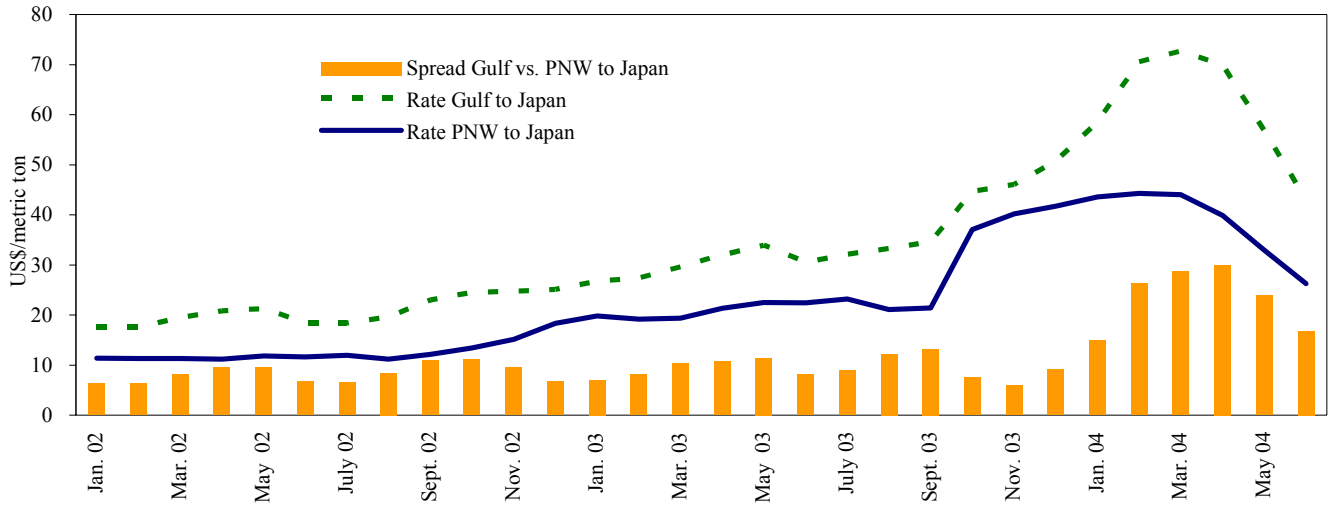
Table 16--Quarterly ocean freight rates (average rates & percentage changes) (US$/metric ton)

Countries/ regions	2004 2nd qtr	2003 2nd qtr	Percent change	Countries/ regions	2004 2nd qtr	2003 2nd qtr	Percent change
Gulf to				**Pacific NW to**			
Japan	$37.00	$31.53	17	Japan	---	$19.43	---
N. Europe	---	$18.98	---	**Argentina/Brazil to**			
N. Africa	$35.33	$21.75	62	Med. Sea	---	$24.50	---
Med. Sea	---	$14.50	---	China	---	$32.50	---

Source: Maritime Research, Inc. (www.maritime-research.com)

Figure 12

Grain vessel rates, U.S. to Japan



Source: Baltic Exchange (www.balticexchange.com)

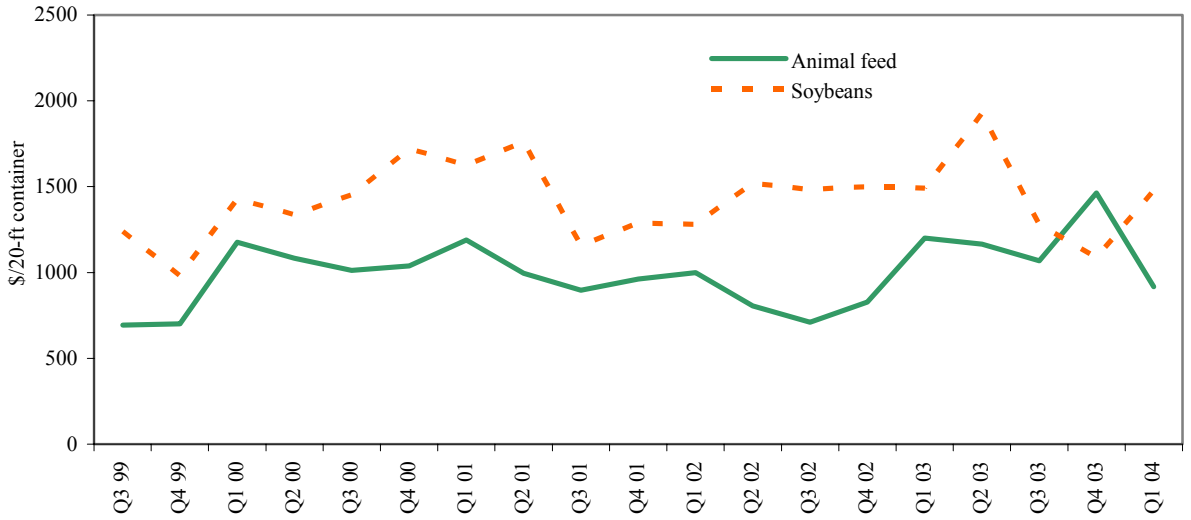
Table 17--Ocean freight rates for selected shipments, week ending 06/26/04

Export region	Import region	Grain	Month	Volume loads (metric tons)	Freight rate ($/metric ton)
U.S. Gulf	Kenya*	Grain	Jun 21/Jul 1	10,500	85.90
U.S. Gulf	Haiti*	Wheat	Jul10/20	7,800	44.62
U.S. Gulf	Algeria	Hvy grain	Jun 23/25	25,000	34.75
U.S. Gulf	Japan	Hvy grain	Jul 1/14	54,000	37.00
River Plate	South Africa	Hvy grain	Jun 10/20	35,000	29.00
Uruguay	Morocco	Hvy grain	Jun 7/20	25,000	42.00

Rates shown are for metric ton (2,204.62 lbs. = 1 metric ton), F.O.B., except where otherwise indicates; op = option
*Most food aid from the United States is required to be shipped on U.S. flag vessels. The vessels are limited in availability resulting in higher rates. In addition, destinations receiving food aid generally lack adequate port unloading facilities, requiring the vessel to remain in port for a longer duration than normal.
Source: Maritime Research Inc. (www.maritime-research.com)

Figure 13

Weighted average rates[1] for containerized shipments of animal feed and soybeans to selected Asian countries



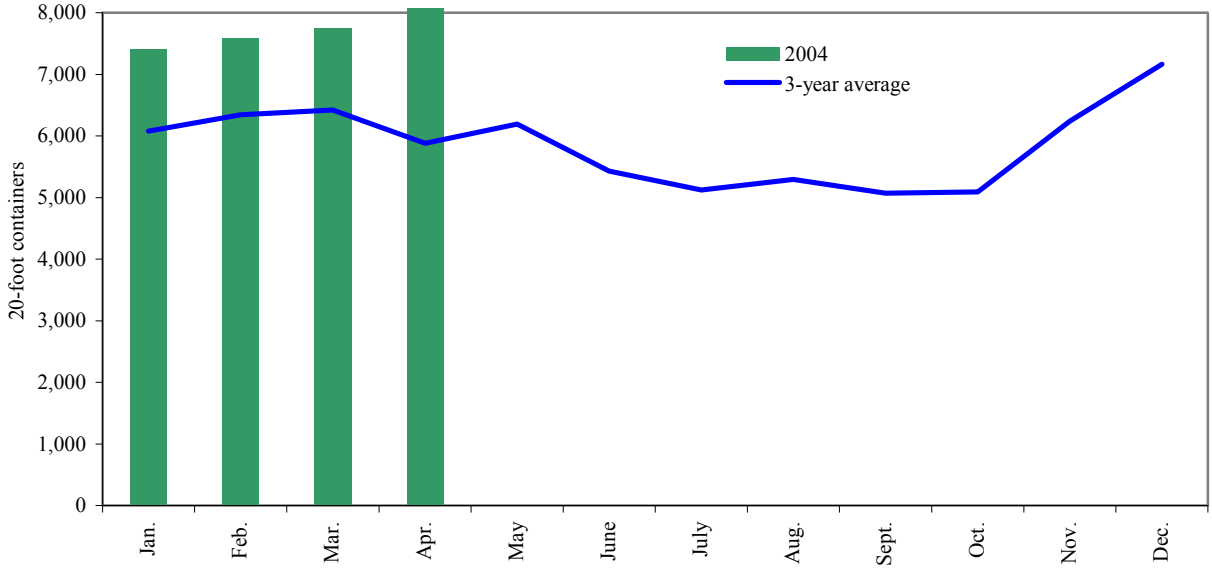
[1]Animal Feed: Busan-Korea (7%), Kaohsiung-Taiwan (46%), Tokyo-Japan (47%),
and soybeans: Bangkok-Thailand (2%), Busan-Korea (12%), Hong Kong (25%), Keelung-Taiwan (24%), Tokyo-Japan (37%)
January 2004.

Source: Ocean Rate Bulletin, Transportation & Marketing Programs/AMS/USDA

Container ocean freight rates – average rate per twenty-foot equivalent unit (TEU) weighted by shipping line market share and trade route.

Figure 14

Monthly shipments of containerized grain for 2004 compared with a 3-year average



Note: PIERS data is available with a lag of approximately 40 days

Source: Port Import Export Reporting Service (PIERS), *Journal of Commerce*

Contacts and Links

Contact Information

Coordinator		
Surajudeen (Deen) Olowolayemo	surajudeen.olowolayemo@usda.gov	(202) 690-1328
Grain Transportation Indicators		
Surajudeen (Deen) Olowolayemo	surajudeen.olowolayemo@usda.gov	(202) 690-1328
Rail		
Marvin Prater	marvin.prater@usda.gov	(202) 690-6290
Johnny Hill	johnny.hill@usda.gov	(202) 720-4211
Barge Transportation		
Nicholas Marathon	nick.marathon@usda.gov	(202) 690-0331
Karl Hacker	karl.hacker@usda.gov	(202) 690-0152
Truck Transportation		
Karla Martin	karla.martin@usda.gov	(202) 720-8264
John Batson	john.batson@usda.gov	(202) 690-1312
Grain Exports		
Johnny Hill	johnny.hill@usda.gov	(202) 720-4211
Ocean Transportation		
Surajudeen (Deen) Olowolayemo (Freight rates and vessels)	surajudeen.olowolayemo@usda.gov	(202) 690-1328
April Taylor (Container rates)	april.taylor@usda.gov	(202) 690-1326
Johnny Hill (Vessels)	johnny.hill@usda.gov	(202) 720-4211

Subscription Information: To subscribe to the GTR for a weekly email copy, please contact Deen Olowolayemo at surajudeen.olowolayemo@usda.gov or 202-690-1328 (1303) *(printed copies are also available upon request)*.

Related Websites

Agricultural Container Indicators	http://www.ams.usda.gov/tmd2/agci/
Ocean Rate Bulletin	http://www.ams.usda.gov/tmd/Ocean/index.asp